

Clinton SR 525 Issue Identification

APPENDIX A

To promote broad public awareness and involvement regarding proposed issues and gain community input, a survey was circulated that focused on eight questions identified by the Clinton Advisory Team. The WSDOT survey asked residents to prioritize improvements in the area. The survey was mailed to all residents in the Clinton area in September 2006.

Washington State Department of Transportation
SR 525 Prioritizing Improvements

Improving Safety and Relieving Congestion
Many Clinton residents are concerned about residential growth, safety, congested traffic on SR 525. We have compiled possible future improvements based on feedback from past local planning efforts.

Help Us Prioritize Future Improvements
Please number the following list in order of importance to you. Leave issues that are not important blank. Please mail by November 4.

Please use the other side of this card to rank your SR 525 priorities in order of importance. Your feedback will help guide our advisors and engineers toward the most important cost-effective improvements.

- ☐ Fix the confusing traffic signal on SR 525 at the ferry terminal.
- ☐ Improve the drop-off area at the ferry terminal for vehicles and pedestrians.
- ☐ Develop traffic calming measures on SR 525 with planted medians and landscaping.
- ☐ Build separate loading/unloading entrances for pedestrians and cars at the ferry, and improve local parking for ferry passengers.
- ☐ Build new bicycle and pedestrian lanes between Clinton Beach Park and downtown.
- ☐ Improve pedestrian safety; install better warning signs and signals, and consider additional crosswalks.
- ☐ Fix the intersection at Deer Lake Road and SR 525 with a new traffic signal or roundabout.
- ☐ Improve traffic access for local residents and businesses along SR 525.

Results from the Community survey

The survey elicited 493 responses. Improvements ranked by the community as most important are as follows:

- 24%** - Improve the drop-off area at the ferry terminal for vehicles and pedestrians.
- 23%** - Fix the intersection at Deer Lake Rd and SR 525 with a new traffic signal or roundabout to improve pedestrian safety.
- 21%** - Build separate loading/unloading entrances for pedestrians and cars at the ferry, and improve local parking for ferry passengers.
- 8%** - Improve pedestrian safety; install better warning signs and signals, and consider additional crosswalks.
- 8%** - Improve traffic access for local residents and businesses along SR 525.
- 7%** - Fix the confusing traffic signal on SR 525 at the ferry terminal.
- 6%** - Develop traffic calming measures on SR 525 with planted medians and landscaping.
- 3%** - Build new bicycle and pedestrian lanes between Clinton Beach and downtown.

As discussed throughout this process, partnerships are needed to implement these planned actions. Below is a summary of the actions discussed, as ranked by the community survey, with partners who will need to lead the next steps. Appendix B shows issues prioritized by the community and partners needed to implement the next steps.

Clinton SR 525 Issue Identification

APPENDIX B

Issues as prioritized by the community and partners needed to implement next steps:		
Advisory Team Recommendations	Necessary Agency Action Community	Prioritized Action
Add capacity for pick-up/drop-off area	WSDOT/County/ Port	1
Intersection at Deer Lake Road roundabout or signal improvement to enhance pedestrian safety	Island County in consultation with WSDOT. Additional right of way would be required for roundabout construction. No warrants have been met for WSDOT to undertake improvements. County can work this into a design element in their comprehensive plan update.	2
WSF Master Plan developed to determine loading and unloading entrances for pedestrians and cars at the ferry	WSDOT/County/Port	3
Improve pedestrian safety; install better warning signs and signals and consider additional crosswalks	Island County can work with the community to identify design standards that work to calm traffic. WSDOT will be expanding the sidewalk from the park-and-ride to Deer Lake Road Intersection in 2008 for an immediate improvement.	4
Improve traffic access for residents and businesses along SR 525	Island County/ WSDOT	5
Fix confusing traffic signal on SR 525 at the ferry terminal	WSDOT provided a blank-out sign to help clarify expectations at this location.	6
Develop traffic calming measures with planted medians and landscaping, aesthetically pleasing design features for pedestrian friendly corridor.	This requires elimination of left turn access. Turn around opportunities within the corridor would need to be provided such as roundabouts.	7
Build new bicycle and pedestrian lanes between Clinton Beach and downtown	Island County needs to address in County Comprehensive Plan updates.	8
Increase transit pick up at ferry- more trips after 7:50 p.m., and Sunday service	Island Transit currently makes 50 runs to the Clinton ferry per day. They do not have any current plans or funding to increase service.	Other Citizen input
Improve local parking	Island Transit is working to provide additional park and rides, but not in the immediate Clinton vicinity. They currently provide 533 spaces. Clinton has two facilities one that is at capacity and is free the other that provides parking for a modest fee and is underutilized. These provide the closest facilities to the ferry.	Other Citizen input

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APPENDIX C: Workshop Summary of Community Suggested Improvements with Photos

Traffic Calming Opportunities for SR 525 in Clinton



The results of our analysis of existing and future conditions are positive for Clinton. We found that the number of vehicle collisions recorded in the corridor is low, and traffic is expected to operate without congestion well into the future.

However, other problems remain – particularly compliance with posted speed limits and the need for improvements to the ferry pick-up/drop-off area. Although WSDOT implemented several measures in recent years to address these problems, we recognize that additional opportunities exist to slow travel speeds and enhance the roadway.

WSDOT's Recent Investments:

- . Deer Lake intersection enhancement added flashing overhead sign
- . "Blank out" sign at Columbia Beach signal
- . Pavement Resurfacing Project:
 - . Resurface roadway
 - . Reduce bicycle conflict with the ferry queue line raised pavement markers
 - . Provide ADA adjustments to Deer Lake crossing
 - . Extend sidewalk connecting to Clinton Park and Ride

Traffic Calming Opportunities

Crossing flags at crosswalk



Description

Pedestrians are provided a flag that may make them more visible to drivers. A bucket is placed on both sides of a crosswalk to hold crossing flags; a pedestrian takes one as they enter the crosswalk, and leave it when they safely make it to the other side for the next pedestrian to utilize.

Considerations

Low cost program adopted and maintained by citizens.

"Ped-Xing" raised pavement marker before crosswalk



Description

Adding a reflective raised pavement markers warning before the crosswalk, stating "Ped-Xing".

Considerations

This increases awareness, but too much can also be distracting.

Ped-activated flashing overhead crosswalk sign



Description

Adds amber flashing beacons for the crosswalk so motorists are alerted that someone is present to cross the street. The pedestrian uses a push button and activates the flashers to warn motorists to stop.

Considerations

This could be retrofit at the current location.

Horizontal raised pavement



Description

Raised pavement markers placed horizontally in sets of seven before the crosswalk alerting driver to beware. This adds a bit of a rumble to the driver as they cross.

Considerations

These are not bike friendly, but may be placed in a manner that does not enter the bike travel way.

"Your Speed Is" Radar



Description

The speed of an approaching vehicle is displayed on a digital board. Speeds over the speed limit are shown in flashing red.

Considerations

This device brings speed to a higher level of attention, letting drivers know to slow down. It also warns motorists that they are being watched.

Additional crossing signs

Figure 2B-2. Designated Pedestrian Crosswalk Signs



Description

Sometimes adding the desired outcome, such as yield to pedestrians, or stating that it is not just a courtesy, it is the law, adds extra emphasis to what is needed.

Considerations

These are substitutes for existing signs that could be considered at the crosswalk.

Clinton SR 525 Issue Identification

APPENDIX C: Workshop Summary of Community Suggested Improvements with Photos

SR 525/Clinton: Issue Identification Analysis Corridor Issues & Key Findings

Corridor Analysis

Traffic Collisions: Out of more than 7.5 million trips that have occurred over the past three years in this corridor, 19 collisions occurred. In proportion to the amount of vehicle trips, this area has a very low accident history. The collision data do not point to a single cause that can be resolved with roadway improvements; rather, the data suggest that the crashes were the result of driver behavior independent of highway characteristics.

Traffic Congestion: Even with predicted increases in traffic, the model showed no appreciable delays at any of the four main intersections for this study area.

Travel Speeds: Average travel speeds exceed the posted speed limit. This has not been shown to have contributed to unsafe conditions in the SR 525 corridor, but does indicate a need for improved compliance with the posted speed limit.

Pedestrian Crossing at Deer Lake

Speeding cars and lack of visibility pose barriers for pedestrians crossing at this location. WSDOT installed pavement markings and a overhead flashing sign to improve visibility and slow traffic. The community may pursue additional opportunities for improving visibility and calming traffic at this location.

While construction of these enhancements would serve community goals and help address speed limit compliance, traffic calming is only one of several tools needed to achieve the changes desired by the community.

Late-Night Transit Service

Island Transit currently makes 50 runs to the Clinton ferry per day. The last departure is at 7:50 p.m. While this presents an inconvenience for transit riders arriving later in the evening, funding constraints limit Island Transit's ability to extend existing service.

Park & Ride Lot

This lot is well-utilized and is often full, but substantial capacity remains at Patty's Parking. The adjacent lot is WSDOT's only maintenance facility in South Whidbey, and cannot be converted for P&R use.

Island Transit is working to provide additional Park & Ride facilities on Whidbey Island, but not in the immediate Clinton vicinity. They currently provide 533 spaces. Two other facilities in Clinton provide additional parking close to the ferry terminal for a modest fee.

Traffic Calming

Early in the process, community members asked WSDOT to design traffic calming measures with planted medians and landscaping, aesthetically pleasing design features for pedestrian friendly corridor.

After a detailed analysis, WSDOT determined that median treatments could not be constructed without restricting access to local homes and businesses.

Ferry Terminal

No change in the traffic pulse is anticipated until the third ferry boat is added to the ferry route (currently unfunded but identified in the Ferry System Plan to be implemented by 2018).

Funding is desired to support a master plan for the ferry terminal. The master plan would determine loading and unloading entrances for pedestrians and cars at the ferry.

Columbia Beach Ave. Signal

WSDOT installed a "blank-out sign" at this location in 2008 to prevent drivers from blocking the intersection when ferry lanes are full.

Pick-up/Drop-off Area

A sliding slope and limited space threatens long-term use. Funding is needed for WSDOT to redesign or find a new location that resolves slope stability issues, improves pedestrian access and adds storage capacity for waiting vehicles.

Clinton SR 525 Issue Identification

APPENDIX C: Workshop Summary of Community Suggested Improvements with Photos



Additional Options Reviewed



The Clinton Community wanted WSDOT to review several roadway treatments that did not meet our standards for the particular application requested. These were given serious consideration and are not available for recommendation.

WSDOT's review:

When evaluating opportunities to improve safety, WSDOT's traffic experts consider the proximity to other forms of traffic control, visibility and characteristics of the crossing location, number of people crossing, and available gaps in traffic. Not all locations function better with added treatments. Our goal is to increase safety by increasing the visibility of pedestrians crossing the roadway. The objective is to help drivers clearly see pedestrians and stop for their crossing.

We have taken the suggestions of the community, and have carefully evaluated the SR 525 Corridor. We want to highlight opportunities that would be the most effective in helping pedestrians to safely cross the roadway. The thinking that, "more is better" is not always appropriate. Many studies have shown that when an area is cluttered with too much "pre notice" drivers are distracted from the focus on the crossing pedestrian. Roadway markings and lighting do not ensure that drivers will comply, and stop. It is important that pedestrians take responsibility and appropriate precautions for crossing safely and not rely on drivers to respond to pedestrian enhancements.

Knowing that, the following were evaluated:

Not Recommended

Narrow travel lanes Narrowed Street (Before)



Description

Street Narrowing has been shown to reduce speeds in urban areas.

Considerations

SR 525 in Clinton ranges from 12 to 11 feet wide. Reducing this any further does not meet our approved design standards for this roadway, and may actually create a potential safety hazard. WSDOT will not pursue this option.

Provide pavement marking for bike lanes



Bike lanes insignia

Description

This symbol is placed in the bike lane and provides a raised pavement bicycle insignia marking to designate a bike lane.

Considerations

These demarcations are not favored by cyclists because it makes a slick bump on the pavement they drive on. Cyclists have requested less interaction with raised markers along this corridor.

Refuge island— mid block



Description

A raised island in the roadway that separates a crosswalk into discrete legs and provides a refuge for crossing pedestrians.

Considerations

Installation of an island in the center turn lane would impede access to businesses and residences. WSDOT will not pursue this option.

Relocate speed limit signs, hard to see



Current signs at MP 8.53, second sign at MP 8.66

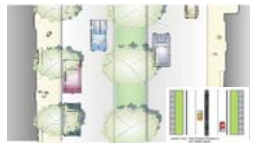
Description

WSDOT standards dictate sign placement. In Clinton, the speed limit signs are located less than a 1/4 mile apart: once to alert new drivers, and then again as drive crest the hill toward the crosswalk. The second sign has orange flashers on top to provoke more attention.

Considerations

Traffic engineers determined that the existing placement is optimum based on standards and policies for safe and effective sign placement.

Planted median placed in road- way to Forgotten Lane



Description

Raised medians are useful on high volume, high-speed roads to reduce speed. Planted medians provide traffic calming, and aesthetically adds to the character of the community.

Considerations

A planted median would reduce left-turn pockets provided to enhance safe access to businesses and residences along the roadway. It may create a potential safety hazard that limits emergency service access and complicates roadway maintenance.

Add Ped Crossing Sign



Currently located at mileposts 8.85 & 8.94

Description

Pedestrian Crossing signs are represented by the walking person insignia.

Considerations

Approved signs are currently located before and at the crosswalk. Introducing additional signs would clutter the driver's view and reduce effectiveness. The current conditions meet standards; however, different signs may be considered.

Median refuge Median/Refuge Island at an Intersection



Description

Raised island in the road center (median) narrows lanes and provides pedestrian with a safe place to stop.

Considerations

This would impede access to commercial district from left turn lane.

In-pavement lights



Description

Amber lights are embedded in the pavement on both sides of the crosswalk and oriented to face oncoming traffic. When the pedestrian activates the system by using a push-button, the lights begin to flash at a constant rate.

Considerations

These lights are difficult to maintain: they break often, and impede snow plowing equipment.

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APPENDIX D: Pick-up/Drop off: Vehicle Count

WASHINGTON STATE DEPT OF TRANSPORTATION

LOCATION : SR 525 @ CONRAD ST
 LEG / DIR : KISS & RIDE
 MILEPOST : 8.51

Site: 68
 Date: 02/12/07

Direction

Interval	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Week
Begin	2/12	2/13	2/14	2/15	2/16	2/17	2/18	Avg	Avg
12:AM	*	1	1	0	2	*	*	1	1
1:00	*	1	0	1	0	*	*	0	0
2:00	*	0	0	0	0	*	*	0	0
3:00	*	1	0	0	0	*	*	0	0
4:00	*	1	2	2	3	*	*	2	2
5:00	*	11	9	9	3	*	*	8	8
6:00	*	12	8	10	8	*	*	9	9
7:00	*	10	9	9	4	*	*	8	8
8:00	*	5	5	5	4	*	*	4	4
9:00	*	7	5	2	*	*	*	4	4
10:00	*	8	8	5	*	*	*	7	7
11:00	*	2	6	5	*	*	*	4	4
12:PM	*	4	9	5	*	*	*	6	6
1:00	8	2	8	6	*	*	*	6	6
2:00	12	8	9	6	*	*	*	8	8
3:00	10	12	15	13	*	*	*	12	12
4:00	14	14	20	16	*	*	*	16	16
5:00	10	16	24	13	*	*	*	15	15
6:00	13	16	12	12	*	*	*	13	13
7:00	5	10	5	12	*	*	*	8	8
8:00	5	12	9	12	*	*	*	9	9
9:00	6	7	4	3	*	*	*	5	5
10:00	3	8	5	6	*	*	*	5	5
11:00	2	2	1	2	*	*	*	1	1
Totals	88	170	174	154	24	0	0	151	151
AM Peak	*	6:00	5:00	6:00	6:00	*	*	6:00	6:00
Volume	*	12	9	10	8	*	*	9	9
PM Peak	4:00	5:00	5:00	4:00	*	*	*	4:00	4:00
Volume	14	16	24	16	*	*	*	16	16

Clinton SR 525 Issue Identification

APPENDIX E: Speed Study milepost 8.93



Washington State
Department of Transportation

**** Speed Study Analysis ****

Project #	
SR #	525
Mile Post	8.93
Data Input By:	M. Koidal
Location	SR 525 @ MP 8.93
Date Data Taken:	12/28/2006
Data Collected By:	M. Koidal
Time Period: (from - to)	10:15 -11:15
Weather:	Overcast
Vehicle Types:	All
Direction of Travel:	Westbound
Legal Speed Limit:	30
Minimum Speed recorded:	26
Maximum Speed Recorded:	50

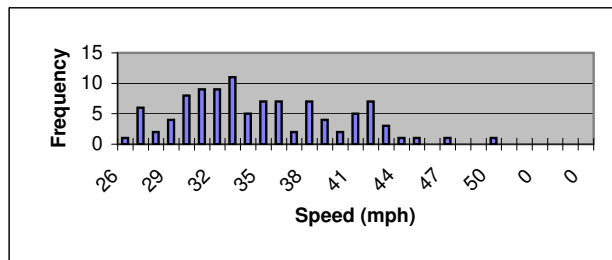
Mean or Average Speed =	34.83
Modal Speed =	SEE GRAPH
Number of Observations	103
Median Speed =	33.30
15th Percentile speed =	29.31
85th Percentile Speed =	40.71
95th Percentile Speed =	42.62
15 to 85 percentile range =	11.40
Coefficient of Skewness =	0.30
<u>TEN MPH PACE</u>	
Low =	29
High =	39
Number Of Observations =	73
Percent of the Total =	70.87%
Standard Deviation =	5.08
Probable Error =	0.50
Average Speed Range at the 99.7	
Percent Confidence Level is :	
FROM	33.32
TO	36.33

ADVANCE LOOPS

V ₁₀ =	28.3
V ₉₀ =	41.5
Approach (%)Slope=	0.0%

The Standard deviation should be approximately 1/6th of the total distribution.
The Standard deviation should be approximately 1/2 of the 15 -85 percentile range.
The 10 mph pace should be approximately straddling the sample mean.
The normal distribution has little skewness and the coefficient of skewness should be close to zero.

SPEED	FREQUENCY	PERCENT	ACCUM PERCENT
26	1	0.97	0.97
27	6	5.83	6.80
28	2	1.94	8.74
29	4	3.88	12.62
30	8	7.77	20.39
31	9	8.74	29.13
32	9	8.74	37.86
33	11	10.68	48.54
34	5	4.85	53.40
35	7	6.80	60.19
36	7	6.80	66.99
37	2	1.94	68.93
38	7	6.80	75.73
39	4	3.88	79.61
40	2	1.94	81.55
41	5	4.85	86.41
42	7	6.80	93.20
43	3	2.91	96.12
44	1	0.97	97.09
45	1	0.97	98.06
46	0		
47	1	0.97	99.03
48	0		
49	0		
50	1	0.97	100.00
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		



Clinton SR 525 Issue Identification

APPENDIX E: Speed Study milepost 9.33



Washington State
Department of Transportation

**** Speed Study Analysis ****

Project #	
SR #	525
Mile Post	9.33
Data Input By:	M. Koidal
Location	SR 525 @ MP 9.33
Date Data Taken:	12/28/2006
Data Collected By:	M. Koidal
Time Period: (from - to)	11:50 -12:50
Weather:	Overcast
Vehicle Types:	All
Direction of Travel:	Westbound
Legal Speed Limit:	40
Minimum Speed recorded:	31
Maximum Speed Recorded:	61

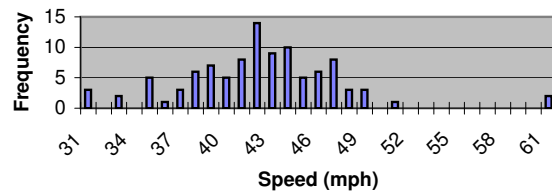
Mean or Average Speed =	42.24
Modal Speed =	SEE GRAPH
Number of Observations	101
Median Speed =	41.75
15th Percentile speed =	37.19
85th Percentile Speed =	46.23
95th Percentile Speed =	48.32
15 to 85 percentile range =	9.04
Coefficient of Skewness =	0.10
<u>TEN MPH PACE</u>	
Low =	38
High =	48
Number Of Observations =	81
Percent of the Total =	80.20 %
Standard Deviation =	5.01
Probable Error =	0.50
Average Speed Range at the 99.7	
Percent Confidence Level is :	
FROM	40.74
TO	43.73

ADVANCE LOOPS

V10 =	35.1
V90 =	46.9
Approach (%)Slope=	0.0%

The Standard deviation should be approximately 1/6th of the total distribution.
The Standard deviation should be approximately 1/2 of the 15 -85 percentile range.
The 10 mph pace should be approximately straddling the sample mean.
The normal distribution has little skewness and the coefficient of skewness should be close to zero.

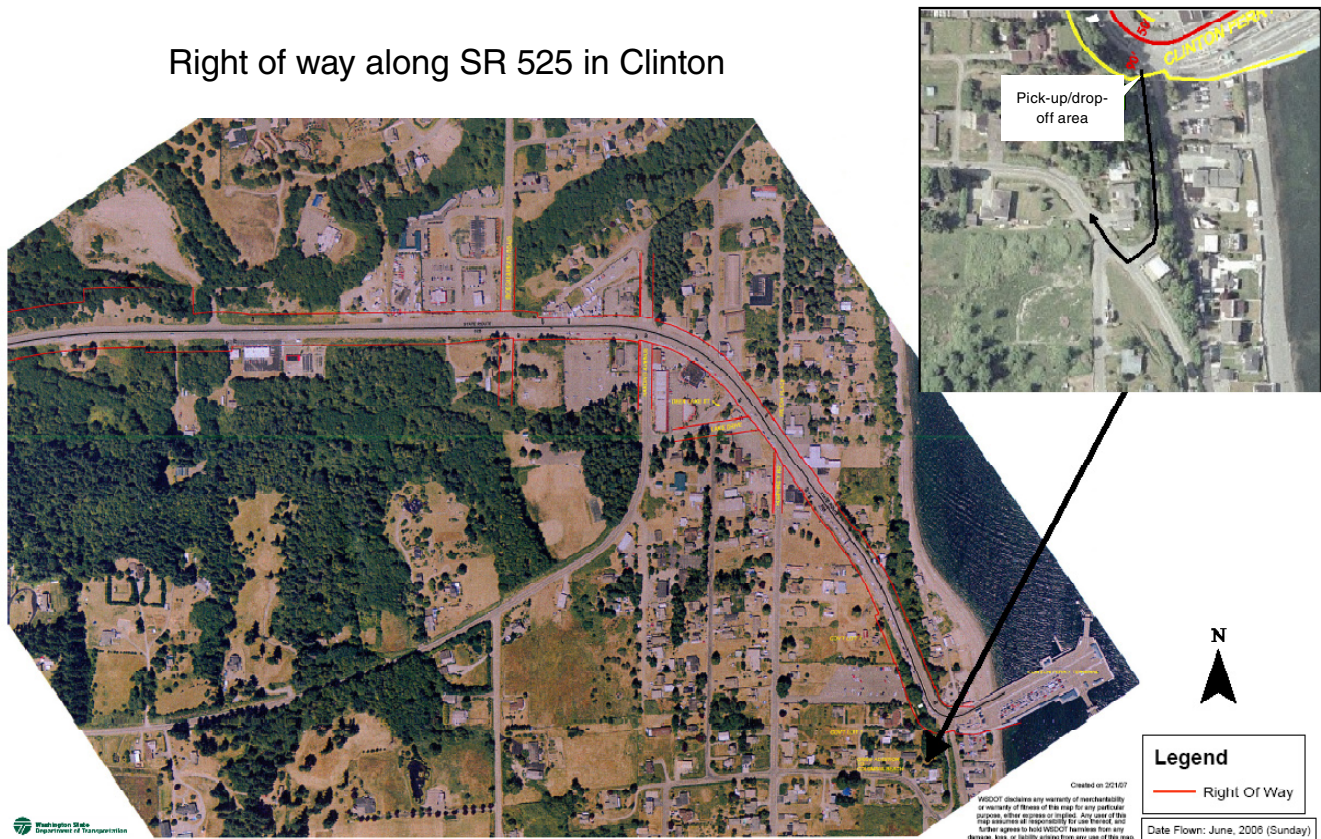
SPEED	FREQUENCY	PERCENT	ACCUM PERCENT
31	3	2.97	2.97
32	0		
33	2	1.98	4.95
34	0		
35	5	4.95	9.90
36	1	0.99	10.89
37	3	2.97	13.86
38	6	5.94	19.80
39	7	6.93	26.73
40	5	4.95	31.68
41	8	7.92	39.60
42	14	13.86	53.47
43	9	8.91	62.38
44	10	9.90	72.28
45	5	4.95	77.23
46	6	5.94	83.17
47	8	7.92	91.09
48	3	2.97	94.06
49	3	2.97	97.03
50	0		
51	1	0.99	98.02
52	0		
53	0		
54	0		
55	0		
56	0		
57	0		
58	0		
59	0		
60	0		
61	2	1.98	100.00



Clinton SR 525 Issue Identification

TECHNICAL APPENDIX F: Survey of Clinton superimposed on Aerial

Right of way along SR 525 in Clinton



A survey was undertaken of the Clinton area to determine available state-owned right of way. The results of this survey have been superimposed on this aerial photo. Also included is an aerial is a close up of Ferry Dock Road, a county-owned road that functions as the ferry drop-off/pick-up area.

Clinton SR 525 Issue Identification

TECHNICAL APPENDIX G: ■ Kingston Planning

Excerpts to follow-taken from Kingston Subarea Plan, and Design.



2005 FINAL KINGSTON SUB-AREA PLAN UPDATE



**December 21, 2005
Kitsap County
Department of Community Development
614 Division Street
Port Orchard, WA 98366-4682**

2.0 DOCUMENT ORGANIZATION

The following chapter provides a summary outline of the Sub-Area Plan. During the public comment period for the 2005 Draft Plan, the Board of County Commissioners and the public determined that the Draft Plan needed to be revised for language clarity, grammar, formatting, and organizational structure and to reflect some technical oversights. The document has been revised to accommodate those changes.

CHAPTER 3 BACKGROUND AND PLANNING PROCESS

This chapter describes the context and objectives of the planning effort, and the relationship of this Sub-Area Plan to other plans, policies and regulations. This chapter also outlines the history of the planning efforts and the development of the Kingston Sub-Area Plan. The specific goals, policies, projects and objectives are identified that establish the basis for determining the land use alternatives. Chapter 3 also outlines the process leading to development of the Sub-Area Plan, and includes descriptions of the following:

- The planning process;
- The population projection and allocation process;
- The public participation process leading up to Sub-Area Plan adoption.

CHAPTER 4 LAND USE

This chapter outlines the pattern, quality and character of future development of the Sub-Area. It describes the amount and location of land dedicated for various uses, as well as the density and intensity of development allowed. The decisions contained in this chapter reflect extensive public involvement over the previous three years that guided decisions regarding how future development will take place, and where public facilities will be located.

CHAPTER 5 ENVIRONMENTAL PROTECTION

Utilizing the information presented in the 2003 Kingston Sub-Area Plan Environmental Impact Statement (EIS), this chapter describes the specific measures that will be pursued to protect critical areas, and to reduce the cumulative environmental impacts upon areas outside the Sub-Area. This chapter provides specific guidance on wetland and stream corridor protection, as well as direction designed to protect known and potential salmon habitat areas.

Kingston Sub-Area Plan

- Incentives such as parking requirement reductions and expanded lot coverage for the inclusion of residential units in appropriately zoned mixed-use districts

Policy 3.2 Encourage innovation and variety in housing and site design. Support unique and sustainable housing development such as co-housing, open-space-based cluster development, live-work mixed-use buildings and small-lot urban cottages.

Goal 4: Support proposals for affordable housing that are consistent with the use and density provisions of this plan.

Policy 4.1 Establish a mix of housing types, densities and costs suitable for Kingston's diverse population.

Enhance Kingston's Visual Identity as a Community

Goal 5: Support the implementation of the Design Standards for the Community of Kingston, which appropriately integrate new construction and redevelopment into Kingston's commercial areas while maintaining the special character of the community.

Policy 5.1 Preserve the small town character of Kingston's commercial areas by enforcing the adopted design standards for commercial development.

Goal 6: Preserve the small town character.

Policy 6.1 Encourage contextually-based, clustered single and multi-family residential development as a means of preserving open spaces and natural areas.

Project 6.1.1 Encourage cluster development and open space design standards for residential development. The Standards should strive to preserve the visual amenities that contribute to community character, and seek to preserve the existing native vegetation.

Policy 6.2 Adopt street development standards that functionally address public safety and "level of service" needs, while maintaining existing community character.

Policy 6.3 Work collaboratively with the Kingston Revitalization, Kingston Chamber of Commerce, the Port of Kingston, County Parks and Public Works to develop possible gateway/entry improvements such as signage, landscaping and special lighting to enhance and define the entrance to Kingston.

Kingston Sub-Area Plan

Project 13.1.1 Support the coordination and establishment of a seasonal “Shop Kingston!” campaign with the Kitsap Peninsula Visitors and Convention Bureau, the Kitsap Regional Economic Development Council and the Port of Kingston to enhance community awareness of local goods and services and how supporting the local economy strengthens Kingston.

Goal 14: Development in the retail core must be consistent with the adopted Design Standards for the Community of Kingston.

Policy 14.1 Within the Urban Village Center create places which have pedestrian emphasis, connectivity, mixed use, and centralized public spaces.

Goal 15: Minimize conflicts between ferry and local business traffic.

Goal 16: Stimulate economic vitality and enhance the opportunities for success for local businesses through the application of architectural and urban design standards.

Goal 17: Acknowledge the importance of tourism to the local economy and seek to encourage local business opportunities that serve “day visitors.”

Policy 17.1 Promote a balanced mix of visitor-related commercial uses to complement the natural and unique cultural amenities of Kingston. Focus on developing activities for pedestrian day-use, eg, kayaking, bicycle rentals, shuttle tours to surrounding points of interest, etc.

Improve Traffic Conditions for the Local Community

The goals, policies and projects that support this objective can be found in Chapter 6 (Transportation; Goals and Policies) of this Sub-Area Plan.

Create an Integrated System of Parks, Trails and Open Space.

Goal 18: Create an integrated network of multi-use trails and pedestrian pathways, which provide access to destinations and businesses, links open-space areas and recreational facilities, expands recreational opportunities for both residents and visitors, and takes advantage of Kingston’s visual amenities.

Policy 18.1 Pursue a variety of techniques that result in the establishment of an integrated network of trails, pathways and sidewalks. These techniques should include:

- Encouraging new projects to provide land for future open spaces and/or trails.

6.0 TRANSPORTATION

6.1 INTRODUCTION

The goals and policies contained in this transportation chapter provide a framework for transportation improvement projects and planning for the Kingston UGA to 2025. These goals and policies are consistent with the Kitsap County Comprehensive Plan and GMA. The Kitsap County Comprehensive Plan emphasizes that land use plans should drive the transportation system, thus multi-modal transportation services and a variety of transportation management techniques should be employed to reduce dependency on Single Occupancy Vehicles (eg, automobiles). Subsequently, the goals and policies outlined in this chapter provide a structure to meet or exceed this objective. The goals and policies expressed in this section also support the Commute Trip Reduction Act, and the Puget Sound Regional Council's (PSRC) Vision 2020 and Destination 2030.

6.2 GOALS, POLICIES & PROJECTS

The goals and policies included in this Sub-Area Plan Update are intended to be concurrent with the Comprehensive Plan and Capital Facilities Element.

Goal 1: Improve safety for pedestrians, bicycles, and vehicles.

Policy 1.1: Provide pedestrians and bicyclists with an integrated system of pathways, trails, dedicated bike lanes, and sidewalks that support connections between residential areas, employment centers, shopping, schools, recreational facilities, public transit, and other similar destination-oriented uses. Kingston should develop a safe and convenient environment for pedestrians and bicyclists by:

- Physically separating pedestrian and vehicle traffic; and
- Placing special consideration on accommodating pedestrians and bicyclists in school, park, commercial areas, and community facilities.

Project 1.1.1: Evaluate and prepare a Kingston multi-modal circulation plan to supplement the Kitsap County Bicycle Facilities Plan. The Plan should evaluate current and proposed facilities and identify prioritized improvements that would result in a more complete multi-modal circulation network.

Policy 1.2: A “safest route to school” map should be prepared to assure that safety and accident prevention for pedestrian and bicycle travel to school receives highest consideration.

Project 1.2.1: Working collaboratively with the North Kitsap School District, prepare a “safest route to school” map. The safest route to school should include transportation facilities that:

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- Provide pedestrian pathways on streets connecting to, or located within, the school zone
- Locate appropriate signs to alert motorists entering school zones
- Ensure that adequate lighting is installed along roadways and pathways that are primary access routes
- Establish crosswalks in areas of good sight visibility, lighting and proximity to connecting modes
- Promote safe and convenient pedestrian access to bus transportation

Policy 1.3: Complete to the greatest extent feasible, construction of sidewalks, pathways, bikeways and pedestrian trails from the downtown waterfront through the Village Green Park complex to Lindvog Road, SR104 and along West Kingston Rd. To the extent possible, direct pedestrian routes away from SR104 corridor.

Goal 2: Provide a range of transportation options including walking, bicycling, riding on transit, as well as in private automobile.

Policy 2.1: Encourage Kitsap Transit and the Washington State Department of Transportation (WSDOT) Ferry System to design and provide facilities that foster increased pedestrian, transit and bicycle use through:

- The provision of secure bicycle parking at the ferry terminal, transportation centers and employment centers;
- Accommodation of bicycles on bus routes where designated as part of a bicycle route system; and
- Future vessels and vehicles should be designed to safely accommodate bicycles.

Goal 3: Upgrade local access streets to promote increased pedestrian and vehicular safety, provide traffic calming (where appropriate), and enhance the aesthetic values of the streetscape.

Policy 3.1: Traffic calming techniques should be integrated into new and redeveloping residential areas in order to reduce “cut-through” trips, as well as to provide enhanced pedestrian safety.

Policy 3.2: Sub-standard roads should be improved to meet current road standards and level of service. Reconstruct non-standard arterial roads to current road standards as funding becomes available and as prioritized in the six-year Transportation Improvement Program.

Goal 4: Reduce the adverse effects of ferry-generated traffic:

- Develop appropriate measures to minimize or eliminate adverse effects of speeding cars, parking demand from ferry users and on-street vehicle holding.

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- Improve pedestrian and bicycle access to the ferry dock.
- Reduce conflicts between ferry and local access traffic.

Policy 4.1: Ensure that the short- and long-term impacts to the community from ferry-related traffic are addressed in a proactive and effective manner.

Project 4.1.1: Work cooperatively with the WSDOT to prepare a comprehensive and long-term strategy to address the impacts to the community from ferry-related traffic, specifically:

- The impact of ferry traffic and queuing on local access roads and the viability of the commercial core;
- The feasibility of establishing remote park-and-ride facilities to lessen transportation impacts and reduce traffic volumes; and
- The appropriate balance between short- and long-term parking in the commercial core.

Project 4.1.2: Coordinate with WSDOT to ensure that a reassessment of signal light timing on SR104 is undertaken every two to three years to assure that the flow of traffic from the ferry terminal to George's Corner is optimized for all intersections.

Goal 5: Ensure that an appropriate balance of commuter (long-term) and local (short-term) parking is provided in the downtown area.

Goal 6: Improve community awareness and access to public transit.

Goal 7: Create transportation systems that balance accessibility and mobility.

Policy 7.1: Kingston will work collaboratively to reduce the negative impacts of transportation improvements on the community.

Policy 7.2: The County will work to improve access management along major Kingston streets to improve mobility.

Project 7.2.1: Assess traffic patterns in congested areas, particularly access from S. Kingston Road to Miller Bay Road; access from Lindvog to Parcell Road and Lindvog to Thriftway shopping center, without traveling on Hwy 104 and into ferry traffic.

6.3 PLANNED IMPROVEMENTS

6.3.1 Kitsap County Six-Year Transportation Improvement Program (TIP)

Transportation improvement projects in unincorporated Kitsap County are implemented through the Six-Year Transportation Improvement Program (TIP) and the Washington

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State Capital Improvement & Preservation Program. The present Kitsap County six-year TIP covers the 2005 to 2010 timeframe. Currently, there are four projects identified in Kingston for improvements and include:

- Priority Project No. 19 is the Miller Bay Rd improvement, from Gunderson Hill to Indianola Rd, slated for widening and signalization by 2007.
- Priority Project No. 24 includes channelization at Miller Bay and West Kingston Road. Completion is planned for 2008.
- Priority Project No. 32 is shoulder paving on South Kingston Road from Jefferson Point to Indianola Road, (White Horse entry point) Construction is planned for completion in 2006.
- Priority Project No. 45 is an off-road separated bike trail on Miller Bay Road from West Kingston Road to Indianola Road. Construction is planned for completion in 2009. This project is part of the Mosquito Fleet Trail, which is a 57-mile-long bicycle/pedestrian trail that is proposed from Kingston to Southworth. It follows the historic stops of the Mosquito Fleet boats that provided transportation to many towns and villages in Kitsap County. In the Suquamish area, the Mosquito Fleet Trail follows Miller Bay Rd (primary route, separated bicycle path), south to NE Augusta Ave. and continues on to Suquamish Way NE to the intersection of NE Totten Rd, then westerly along Totten Road to its intersection with SR305. A secondary route is also listed following Suquamish Way NE, southerly past the NE Totten Road / Suquamish Way NE intersection and continuing south to the Suquamish Way intersection with SR305. There is no completion date scheduled.

6.3.2 Washington State Department of Transportation Capital Improvement & Preservation Program

Several projects along state routes in North Kitsap have been listed on the statewide TIP:

State Route 3:

This project will reconstruct the intersection of SR3 and SR104 creating a holding lane for westbound traffic on SR104 during bridge openings.

State Route 104:

SR104/Hood Canal Bridge – This project replaces the eastern half of the two-lane bridge with a new two-lane structure. The existing eastern half of the bridge is becoming structurally deficient due to age. The total cost of the project is \$179.7 million and is scheduled to be completed by 2009.

State Route 305:

SR305/Poulsbo City Limits to Bond Road (SR307) – Adds two peak-hour High Occupancy Vehicle lanes, and provides bike lanes in each direction. Sidewalks will be

provided where pedestrian traffic is anticipated, and channelization improvements will be completed at seven intersections. Construction is scheduled to begin in 2006.

State Route 307:

This project includes a corridor study to identify potential safety improvements on SR307 and SR104. In addition, funding is available to Implement spot safety improvements as identified in the study. Funding for the safety improvement study is identified in the 2005 Transportation Partnership Funding Package.

6.4 FUTURE NEEDS

Future traffic volume forecasts to 2025 were calculated using the Kitsap County transportation model and area growth patterns. Trips were distributed using Kitsap County's regional transportation model and traffic patterns. The following discussion shows the estimated traffic volumes and Level of Service (LOS) to 2025 for each of the alternatives describe in Chapter 4.

Intersections Intersection operations were not analyzed in this study, and it is possible that individual intersections may experience capacity or safety issues. The County will monitor intersection operations as development proposals are submitted and may require specific improvements at that time.

Safety In addition to capacity, safety issues must be considered. It is difficult to predict exactly where and when development will take place in each of the scenarios. Depending on the nature of the development and the speed at which it occurs, additional safety improvements on connecting roadways may be required.

6.4.1 Level of Service (LOS)

Level of service is a measure of the quality and overall congestion of a particular section of road or intersection. LOS is calculated by using the method outlined in the 2000 Highway Capacity Manual. Letter grades A through F are assigned to describe the capacity, density, and travel speed of the freeway. Kitsap County currently has LOS standards adopted at the roadway link level only and includes:

LOS A- describes operations with low control delay, up to 10 seconds per vehicle (s/veh). This LOS occurs when progression is extremely favorable and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.

LOS B- describes operations with control delay greater than 10 and up to 20 s/veh. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

LOS C- describes operations with control delay greater than 20 and up to 35 s/veh. These higher delays may result from only fair progression, longer cycle

lengths, or both. Individual cycle failures may begin to appear at this level. Cycle failure occurs when a given green phase does not serve queued vehicles, and overflows occur. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D- describes operations with control delay greater than 35 and up to 55 s/veh. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high vehicle congestion ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E- describes operations with control delay greater than 55 and up to 80 s/veh. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent.

LOS F- describes operations with control delay in excess of 80 s/veh. This level, considered unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of lane groups. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.

6.4.2 Land Use Alternatives Transportation Analysis

Alternative 1 - “No Action”

With Alternative 1, the No Action Alternative, by 2025 most roadways within the transportation impact zone remain at an acceptable LOS (LOS D in urban areas), and there are no link capacity deficiencies, if built out to meet the no action alternative with the exception of Miller Bay and Gunderson Road. Additionally, it is possible that individual intersections may experience delay or safety issues as a result of development and growth. Operational analysis at the intersection level will be reviewed by the County when development applications are submitted or through the 10-year update.

Alternative 2 - Land Use Reclassification Requests

In Alternative 2, by 2025 all roadways will remain at an acceptable LOS with the exception of Miller Bay, Gunderson and SR104, with marginal link capacity deficiencies, if built out to meet the scenario. It is also possible that individual intersections may experience delay or safety issues. Operational analysis at the intersection level will be reviewed by the County when development applications are submitted or through the 10-year update.

Alternative 3 - Southern

Under the southern alternative, by 2025 all roadways remain at an acceptable LOS with the exception of Miller Bay Road, Gunderson Road, and SR104. Currently, Miller Bay Road is approaching LOS E. It is also possible that individual intersections may experience delay or safety issues as a result of development and growth. Operational

analysis at the intersection level will be reviewed by the County when development applications are submitted.

Alternative 4 – Preferred (Steering Committee)

With Alternative 4, the Preferred Alternative, by 2025 all roadways remain at an acceptable LOS, with the exception of Miller Bay Road, which would fall to an unacceptable LOS E, and Gunderson and SR104, both at an unacceptable LOS D.

Alternative 4 - Preferred (Planning Commission Recommended)

With Alternative 4, modified by the Planning Commission, by 2025 all roadways remain at an acceptable LOS, with the exception of Miller Bay Road, which would fall to an unacceptable LOS E, and Gunderson and SR104, both at an unacceptable LOS D.

6.5 SUMMARY & RECOMMENDATIONS

By 2025, there are minimal impacts under the land use scenarios of all four alternatives, though unacceptable LOS primarily focused on Miller Bay and Gunderson Roads. Listed below are transportation impacts, at the roadway link level for all four alternatives and includes:

Alternative 1 - “No Action”

SR307 - South of SR104: LOS E
SR104 - SR307 to Miller Bay Rd NE: LOS F
SR104 - Miller Bay Rd NE to NE Barber Cut-off Rd: LOS E
SR104 - East of NE Barber Cut-off Rd: LOS C or better
Miller Bay Rd NE - SR104 to NE West Kingston Rd: LOS C or better
Miller Bay Rd NE - NE West Kingston Rd to Indianola Rd NE: LOS C or better
Miller Bay Rd NE - Indianola Rd NE to NE Gunderson Rd: LOS D
NE Gunderson Rd - Miller Bay Rd NE to Port Gamble Rd NE: LOS C or better
NE Barber Cut-off Rd - SR104 to NE West Kingston Rd: LOS C or better
South Kingston Rd NE - South of NE West Kingston Rd: LOS C or better
NE West Kingston Rd - Miller Bay Rd NE to South Kingston Rd NE: LOS C or better
NE West Kingston Rd - South Kingston Rd NE to NE Barber Cut-off Rd: LOS F
West Kingston Rd - East of NE Barber Cut-off Rd: LOS D
Future Connector Rd - Miller Bay Rd NE to South Kingston Rd NE: LOS C or better

Alternative 2 - Land Use Reclassification Requests

SR307 - South of SR104: LOS D
SR104 - SR307 to Miller Bay Rd NE: LOS F
SR104 - Miller Bay Rd NE to NE Barber Cut-off Rd: LOS E
SR104 - East of NE Barber Cut-off Rd: LOS C or better
Miller Bay Rd NE - SR104 to NE West Kingston Rd: LOS C or better
Miller Bay Rd NE - NE West Kingston Rd to Indianola Rd NE: LOS C or better
Miller Bay Rd NE - Indianola Rd NE to NE Gunderson Rd: LOS D
NE Gunderson Rd - Miller Bay Rd NE to Port Gamble Rd NE: LOS D
NE Barber Cut-off Rd - SR104 to NE West Kingston Rd: LOS C or better

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South Kingston Rd NE - South of NE West Kingston Rd: LOS C or better
NE West Kingston Rd - Miller Bay Rd NE to South Kingston Rd NE: LOS C or better
NE West Kingston Rd - South Kingston Rd NE to NE Barber Cut-off Rd: LOS F
West Kingston Rd - East of NE Barber Cut-off Rd: LOS E
Future Connector Rd - Miller Bay Rd NE to South Kingston Rd NE: LOS C or better

Alternative 3 - Southern

SR307 - South of SR104: LOS D
SR104 - SR307 to Miller Bay Rd NE: LOS F
SR104 - Miller Bay Rd NE to NE Barber Cut-off Rd: LOS D
SR104 - East of NE Barber Cut-off Rd: LOS C or better
Miller Bay Rd NE - SR104 to NE West Kingston Rd: LOS D
Miller Bay Rd NE - NE West Kingston Rd to Indianola Rd NE: LOS C or better
Miller Bay Rd NE - Indianola Rd NE to NE Gunderson Rd: LOS C or better
NE Gunderson Rd - Miller Bay Rd NE to Port Gamble Rd NE: LOS C or better
NE Barber Cut-off Rd - SR104 to NE West Kingston Rd: LOS C or better
South Kingston Rd NE - South of NE West Kingston Rd: LOS C or better
NE West Kingston Rd - Miller Bay Rd NE to South Kingston Rd NE: LOS D
NE West Kingston Rd - South Kingston Rd NE to NE Barber Cut-off Rd: LOS E
West Kingston Rd - East of NE Barber Cut-off Rd: LOS D
Future Connector Rd - Miller Bay Rd NE to South Kingston Rd NE: LOS C or better

Alternative 4 - Preferred

SR307 - South of SR104: LOS D
SR104 - SR307 to Miller Bay Rd NE: LOS F
SR104 - Miller Bay Rd NE to NE Barber Cut-off Rd: LOS D
SR104 - East of NE Barber Cut-off Rd: LOS C or better
Miller Bay Rd NE - SR104 to NE West Kingston Rd: LOS D
Miller Bay Rd NE - NE West Kingston Rd to Indianola Rd NE: LOS C or better
Miller Bay Rd NE - Indianola Rd NE to NE Gunderson Rd: LOS D
NE Gunderson Rd - Miller Bay Rd NE to Port Gamble Rd NE: LOS D
NE Barber Cut-off Rd - SR104 to NE West Kingston Rd: LOS C or better
South Kingston Rd NE - South of NE West Kingston Rd: LOS C or better
NE West Kingston Rd - Miller Bay Rd NE to South Kingston Rd NE: LOS D
NE West Kingston Rd - South Kingston Rd NE to NE Barber Cut-off Rd: LOS E
West Kingston Rd - East of NE Barber Cut-off Rd: LOS D
Future Connector Rd - Miller Bay Rd NE to South Kingston Rd NE: LOS C or better

Alternative 4 - Preferred (Modified by Planning Commission)

SR307 - South of SR104: LOS D
SR104 - SR307 to Miller Bay Rd NE: LOS F
SR104 - Miller Bay Rd NE to NE Barber Cut-off Rd: LOS D
SR104 - East of NE Barber Cut-off Rd: LOS C or better
Miller Bay Rd NE - SR104 to NE West Kingston Rd: LOS D
Miller Bay Rd NE - NE West Kingston Rd to Indianola Rd NE: LOS C or better
Miller Bay Rd NE - Indianola Rd NE to NE Gunderson Rd: LOS D

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NE Gunderson Rd - Miller Bay Rd NE to Port Gamble Rd NE: LOS D
NE Barber Cut-off Rd - SR104 to NE West Kingston Rd: LOS C or better
South Kingston Rd NE - South of NE West Kingston Rd: LOS C or better
NE West Kingston Rd - Miller Bay Rd NE to South Kingston Rd NE: LOS D
NE West Kingston Rd - South Kingston Rd NE to NE Barber Cut-off Rd: LOS E
West Kingston Rd - East of NE Barber Cut-off Rd: LOS D
Future Connector Rd - Miller Bay Rd NE to South Kingston Rd NE: LOS C or better

6.6 MITIGATION

It will be important to analyze impacts to the transportation system as development occurs to 2025. Without a detailed plan of future site-specific development, it is difficult to determine detailed impacts of this Sub-Area Plan Update in terms of capacity, level of service degradation and safety. For this reason, WSDOT and the Kitsap County Department of Public Works reserve the right to analyze the effects of development as it is permitted. All large developments will be required to prepare a Traffic Impact Analysis (TIA) of the projected traffic conditions expected at the completion of the proposed development. The TIA would identify if additional roadway improvements are needed to accommodate the new traffic generated by the site-specific development. The TIA for a localized area would be required to include the estimated traffic from all planned developments that are currently in the permitting process. If the cumulative effects of development causes specific roadways or intersections to operate at less than acceptable capacity or safety standards, appropriate mitigation will be required. Improvements would be funded through SEPA mitigation, traffic impact fees, and other developer contributions.

While specific mitigation projects for the Arborwood Development Proposal, represented in all alternatives, “except no action” have not been determined. However, mitigation has been approved for the White Horse development regarding roadway and intersections improvements and includes:

- South Kingston Road at the Northeast entrance for Whitehorse Development;
- Indianola Road/South Kingston Road;
- Indianola Road/Southwest entrance to Whitehorse Development;
- South Kingston Road/West Kingston Road;
- Indianola Road/Miller Bay Road;
- Gunderson Road/Miller Bay Road;
- Gunderson Road/Bond Road (SR307);
- West Kingston Road/Miller Bay Road.

Mitigation outlined for the White Horse development contributes to all roadway impacts that are noted in the four development alternatives.

Chapter III

Roads, Parking, Walkways and Amenities



Illustration courtesy of Bob Hines.

Overview: This chapter concerns the relationship of the components of a roadway, including the traveled road section, on-street parking, storm water runoff collection system, pedestrian walkways, access points, and utilities, along with street amenities, such as landscaping and street trees, pocket parks, street lighting, and street furniture, that occurs within the public right of way. The overall goal is to ensure a coordinated system of roads, walkways, and amenities that protect and accommodate the needs of the pedestrian while allowing efficient vehicular circulation.

Roadway design is composed of the following elements: roads and sidewalks in the public right-of-way, including streets, sidewalks, and pedestrian walkways, and on-site circulation and parking, including vehicle circulation, parking, bicycle and pedestrian circulation, and coordination with transit stops.

A. Roads and Sidewalks in the Public Right-of-Way

Goals:

- To provide for connectivity between components of the community with design standards that will integrate neighborhoods and commercial districts, thus providing for efficient vehicular circulation and pedestrian safety.
- To require all major road improvement projects to conform to Kitsap County standards and the Kingston Downtown Road Improvement Plan.

- To require all new development to mitigate direct traffic impacts to roads in Kingston through construction of necessary roadway improvements, as warranted through traffic impact analysis.
- To encourage existing development to participate in the formation of area-wide improvement districts to fund desired roadway improvements.
- To encourage street designs and development patterns that accommodate pedestrians, vehicles, transit users, and bicyclists in a balanced way.
- To minimize visual impacts of utilities, such as poles, wires, signal controller boxes, and transformers.
- To move ferry terminal traffic efficiently through town while supporting Kingston community objectives for a pedestrian-friendly and livable environment.
- To encourage existing development and require new development to participate in areawide streetscape improvements as a means of building community, attracting tourism, and ensuring economic prosperity.
- To set standards for road construction design that accommodates street tree plantings, street furniture, and pedestrian lighting within the public right-of-way to provide for an aesthetic route for both pedestrians and drivers.

1. Roadway Design

- (a) Clearly mark and locate bicycle routes to form a network of routes that is convenient and safe.
- (b) Where feasible, design roads to control traffic through the use of traffic-calming devices, such as the following:
 - Curb bulbs or neck downs at intersections or pedestrian crosswalks.
 - Reduced turning radius in high-pedestrian areas; to be applied to non-arterial streets and not to exceed 25 feet radii in the Old Town/Waterfront and Village Green Districts.
 - Large street trees, green planting strips, and pocket parks. (See Chapter V, Landscaping.)
 - Offset parking along the length of both sides of a roadway where appropriate.
 - Changes in road surface, including changes in paving materials, texture, speed tables, or color.
- (c) Design roadways to meet the level of traffic volume projected as well as the land use design objectives of the local area. Street design for local access roads in the Kingston Urban Growth Area falls into the following five categories:
 - Neighborhood Boulevard.
 - Neighborhood Commercial Street.
 - Residential Parking Street.
 - Residential Lane.
 - Alley.

- (d) When designing street improvements, consult the Design Standards for the Community of Kingston.
- (e) Keep curb cuts narrow and far apart to minimize sidewalk interruptions. Turning radii should be minimized in high-pedestrian areas and, in the Old Town/Waterfront and Village Green Districts, to no more than 25 feet or whatever is deemed necessary to meet County Emergency Access Requirements.
- (f) Locate parking on-street where feasible within the constraints of right-of-way and pedestrian needs to buffer pedestrians and slow traffic.
- (g) Plant street trees along all project frontages where feasible. Street tree selection shall be coordinated between properties along road corridors according to the Kingston Downtown Road Improvement Plan. (See Chapter V, Landscaping, for recommended species. Trees shall be contained within a planting strip or tree grate within the sidewalk. Select species that will not obstruct desirable views at maturity. Select appropriate species and locate trees to provide visibility of storefronts and signs under 12 feet in height.

2. Sidewalk Construction

- (a) Developer may sign a covenant of participation (in-lieu of sidewalk construction when deemed appropriate by the County Engineer) on Local Road Improvement Districts for sidewalk and other improvements.
- (b) Install sidewalks in widths determined on a basis of the road right-of-way width available and objectives of the Design Guidelines. Sidewalk width shall be as follows:
 - Minimum sidewalk width shall be 8 feet, with a 12-foot minimum width at the building entry and a 4-foot minimum pedestrian clear zone provided.
 - Where right-of-way width is constrained, additional land on the development parcel should be allotted to accommodate sidewalk construction requirements and implementation of the Kingston Downtown Road Improvement Plan, with a minimum of a 2-foot building setback, provided that in the Old Town/Waterfront and Village Green Districts, upper stories may extend an additional 2 feet into the public right-of-way upon the approval of Kitsap County.
 - Sidewalk width may be reduced to 5 feet for existing structures, and for new development with a minimum 4-foot front yard setback, when constrained by the right-of-way and when demonstrated to be consistent with the Kingston Downtown Road Improvement Plan's Streetscaping requirements and with existing improvements.
 - In the Lindvog Commercial District, minimum sidewalk width shall be 6 feet.
- (c) For sidewalk surfaces, use concrete or an approved brick-paver inlay consistent with the Kingston Downtown Road Improvement Plan. Vehicular crossings of

pedestrian walkways shall be clearly marked and identifiable, with surface treatments such as color changes, surface material or texture changes, or slight grade changes.

- (d) Locate public sidewalks primarily within the right-of-way area. In special instances sidewalks may need to extend into private property to meet the objectives of Kingston Downtown Road Improvement Plan.
- (e) Where feasible, plant street trees along all project frontages. Street tree selection should be coordinated between properties along road corridors according to the Kingston Downtown Road Improvement Plan. (See Chapter V, Landscaping, for recommended species. Trees shall be contained within planting strips or tree grates within the sidewalk.
- (f) Provide lighting fixtures as described in Chapter VII, Lighting.
- (g) For café zones or outdoor dining in the public right-of-way, ensure that outdoor dining areas or sidewalk areas conform to all of the following:
 - Requirements of a minor Site Plan Review (Kitsap County Zoning Ordinance, Section 410).
 - Are lighted with low-intensity lighting that is directed down toward the seating area and does not spill out onto adjacent properties.
 - Are contained within the property boundary to the rear or side area of a site, within a screened fence or hedge. Such areas may be allowed along a building frontage subject to the following criteria:
 - Are subject to Administrative Site Plan Review (Kitsap County Zoning Ordinance, Section 410).
 - Provide clear separation between pedestrians and vehicles through use of planters, decorative fencing, and low walls.
 - Are able to provide 4 feet minimum of sidewalk clearance within all points of the designated area.
 -



Figure III.A.1.(g). Attractive, appropriately sized trees add much to Kingston's identity.

B. On-Site Circulation and Parking

1. Vehicle Circulation

- (a) Where pedestrian circulation crosses vehicular routes, provide a change in grade, materials, textures, or colors to emphasize the conflict point and improve visibility.
- (b) Minimize the width of curb cuts while ensuring that the requirements of emergency service vehicles are met. Circulation routes shall focus upon main entries and exits and also identify secondary access points.
- (c) Site new driveways away from or immediately opposite street intersections. Limit the number of driveways to no more than one driveway per every 300 feet for arterial roads and one per 150 feet for secondary and local access roads. Parcels less than 150 feet in width may be required to share access with adjacent parcels. Access shall be provided in the following prioritized order:
 - From the rear of the parcel or from alleyways.
 - From the lesser traveled roadway.
 - Shared with adjacent parcels.

Driveway location and design are subject to approval by Kitsap County.

- (d) Accommodate access requirements of emergency vehicles and services, per the Kitsap County Fire Code, on all elements of the site design.
- (e) Integrate service functions into the circulation pattern in a manner that will minimize conflicts between vehicles and pedestrians.

2. Parking

Parking Objectives: Typically the largest percentage of land use in a commercial district is parking. Parking areas should be designed so that the use is not visually intrusive and does not detract from the goal of providing a “pedestrian-friendly” downtown. In the future, the pedestrian-only ferry system will encourage the commuters and tourists traveling through the downtown to do so on foot or by transit shuttle from commuter lots. This will help maintain the majority of the downtown streets for local access and pedestrians interested in strolling the sidewalks of downtown. To fulfill this goal, relaxation of the current required parking standards may be necessary in the Old Town/Waterfront and Village Green Districts, with demonstration that parking is available within close proximity. This may be shared parking or public lots that could be financed directly by a partnership between development proposals and the general community. Project proposals that exceed on-site parking capacity may contribute payment in-lieu to structured parking funds held in an escrow account to support construction of a parking garage.

- (a) Locate parking to the side or rear of a site, except in these instances where there is an existing structure with no feasible means of accommodating parking to the side or rear. (See Chapter II, Site Planning.)
- (b) Create public parking areas behind buildings, using under-utilized public land where possible and good directional signs.
- (c) Provide incentives for developments to locate parking to the rear of buildings and underneath structures.
- (d) Connect parking areas on adjacent properties or create service alleys behind buildings.
- (e) Soften the visual impact of parking areas with trees and shrubs where feasible. In site design of parking areas, incorporate the use of screening, such as hedge material or planters, to screen parking from pedestrian routes or adjacent properties. (See Chapter V, Landscaping.)
- (f) Limit parking and vehicle access to no more than 65 feet or 50 percent, whichever is greater, of the street frontage measured parallel to the curb.
- (g) In parking lot design, coordinate access with adjacent properties, if possible. This is especially critical in the Old Town/Waterfront and Village Green Districts. (See Chapter III, Section B.1, Guideline (c).)
- (h) Line structured parking garages with perimeter tenant commercial spaces or mixed uses. Structured parking shall meet minimum site and building design requirements as prescribed herein.

3. Bicycle and Pedestrian Circulation

Definition: Pedestrian walkways are both formal standardized public walkways and informal paths worked into a site's landscape design that provide a means for pedestrians to travel through the community along street sidewalks or other public routes.

Goal: To improve the pedestrian environment by making it easier, safer, and more comfortable to walk between businesses, to the street sidewalk, to transit stops, and through parking lots.

Objectives:

- To provide pedestrian facilities such as sidewalks, crosswalks and bus shelters that will connect all modes of transportation, including auto, bus, ferry, van pools, and bicycles.
- To provide attractive, safe, continuous pedestrian access routes in the downtown area of Kingston that connect uses and public spaces in a system of public sidewalks and private walkways.

- To provide safe pedestrian routes across busy streets, including Highway 104, by a variety of means, including signalized intersections and distinctively marked crosswalks.
- To provide pedestrian-/bicycle-oriented routes from the ferry terminal to commuter parking lots.
- To make pedestrian circulation routes as obvious and simple as possible, illustrating a clear, identifiable path between vehicles and access into buildings or sites.

Guidelines:

- (a) Provide a clear unobstructed route for pedestrians along all public roadways.
- (b) Provide pedestrian paths or walkways connecting businesses and the entries of multiple buildings on the same site. All likely pedestrian routes should be considered in the design phase to eliminate “short cuts” which damage landscape areas.
- (c) Where pedestrian circulation crosses vehicular routes, provide a change in grade, materials, textures or colors to emphasize the conflict point and improve its visibility and safety.
- (d) Focus circulation routes upon main entries and exits and identify secondary access points.
- (e) Minimize redundant pavement that reduces the amount of a site available for landscaping and storm water absorption.
- (f) For the downtown commercial districts, provide the following:
 - Streetscaping that addresses the requirements of the Site Plan Review (Kitsap County Zoning Ordinance, Section 410).
 - A paved pedestrian path of at least 5 feet wide from the public street sidewalk to the building main entry.
 - A clear pedestrian path into parking lots over 150 feet in depth or 2 parking bays (approx. 65 feet) wide. Path shall be a minimum of 4 feet wide and delineated through striping, texturing, or paving to mark the route.
 - A concrete public sidewalk along the property road frontage that is consistent with the Kingston Downtown Road Improvement Plan.
 - Adequate lighting at the building entries and along all walkways and paths through parking lots. (See Chapter VII, Lighting.)
- (g) Make all site facilities and amenities accessible to people with disabilities in accordance with the Americans with Disabilities Act. Accessibility requirements include the provision of special parking spaces, ramps, and signage and shall be noted on the approved site plan.

- (h) Design circulation systems to avoid conflicts between vehicular, bicycle, and pedestrian traffic. Pedestrian circulation shall take precedence over vehicular circulation in safety considerations.
- (i) Provide bicycle storage spaces with commercial development at the rate of 5 percent, minimum, of the number of auto parking spaces.
- (j) Construct internal site walkways a minimum of 5 feet in width. A lesser walkway width is supportable in low pedestrian traffic areas, unless required for handicap access, where the minimum width shall be 4 feet constructed to A.D.A. standards.

4. Coordination with Transit Stops

- (a) Encourage pedestrian paths from all transit stops through commercial areas to residential areas within 1,200 feet by the creation of easements for coordinated pedestrian routes across projects and properties as projects are developed.

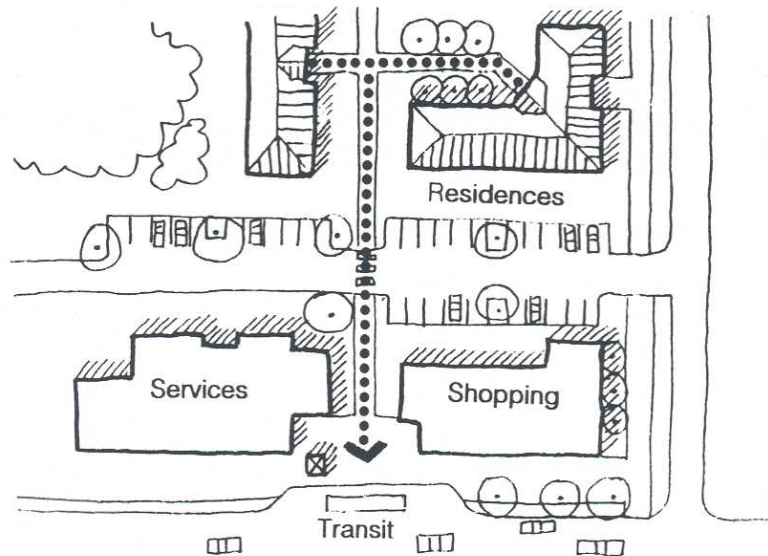


Figure III.B.4.(a). In this large-scale commercial site, wide landscaped walkways provide pedestrian connections.

- (b) Integrate nearby transit stops into the planning of adjacent site improvements. This may be achieved by:
 - Providing bus pull-outs or transit stops into the site circulation scheme.
 - Providing a walkway directly from the transit stop into the project's entrance.
 - Pavement provided for transit-waiting areas may account for landscape area requirements.

- (c) Provide pedestrian circulation routes to adjacent uses and transit, by providing access from a building/business entry to connect with:
- Building entries of businesses and services within the development.
 - Building entries of nearby residential complexes.
 - Sidewalks along all developer-provided roads.
 - Marked crosswalks.

5. On-Site Pedestrian Amenities and Spaces

Definition: The streetscape, the visual and functional supporting elements of a roadway design, provides aesthetic interest and comfort to the pedestrian. Street amenities serve to define the public space of a sidewalk as well as the adjacent roadway corridor. Pedestrian amenities include private spaces such as pedestrian-friendly plazas, furniture, lighting, and art. Pedestrian-oriented spaces and plazas are defined as an area between a building and a public street or pedestrian path which promotes visual and pedestrian access onto the site and which provides amenities and landscaping that enhance the public's use of passive activities, such as resting, reading, and picnicking.

Goal: To ensure a coordinated system of street corridor improvements that protect and accommodate the needs of the pedestrian while allowing efficient vehicular circulation.

Design Objective: To provide functional amenities for the pedestrian that are safe, comforting, and aesthetically pleasing.

Guidelines:

- (a) *Front Yards.* Where the front building façade is not directly adjacent to the sidewalk, develop the space between the sidewalk pavement and the building (the front yard) as a garden, lawn, and/or pedestrian-oriented space.

A pedestrian-oriented space is encouraged to have:

- Landscaping that does not act as a visual barrier, such as planter beds.
- Site furniture, artwork, or amenities such as fountains, kiosks, furniture.
- Pedestrian weather protection.
- Pedestrian-oriented landscaping along walkway; e.g., flower boxes or planter. All uses shall provide street trees and street lighting as appropriate. All new uses shall participate in future improvement districts for business/community aesthetic enhancement.
- Space for a transit stop with seating.
- Window displays over the majority of the front façade.
- Decorative screen wall, trellis, or other building or site feature.
- Pedestrian lighting.
- Street trees.

A pedestrian-oriented space shall not have:

- Asphalt or gravel pavement.
- Adjacent unscreened parking lots.
- Adjacent chain-link fences.
- Adjacent blank wall without treatment.

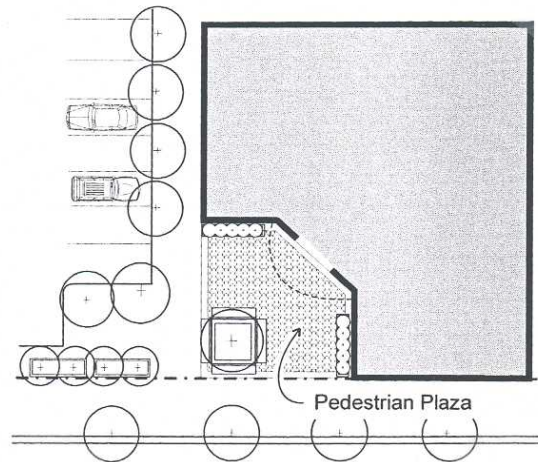


Figure III.B.5.(a)-1. The orientation of this pedestrian plaza is well suited to provide a pleasant outdoor space, convenient pedestrian access, and landscaping enhancement of the building.

Pedestrian-Oriented Space

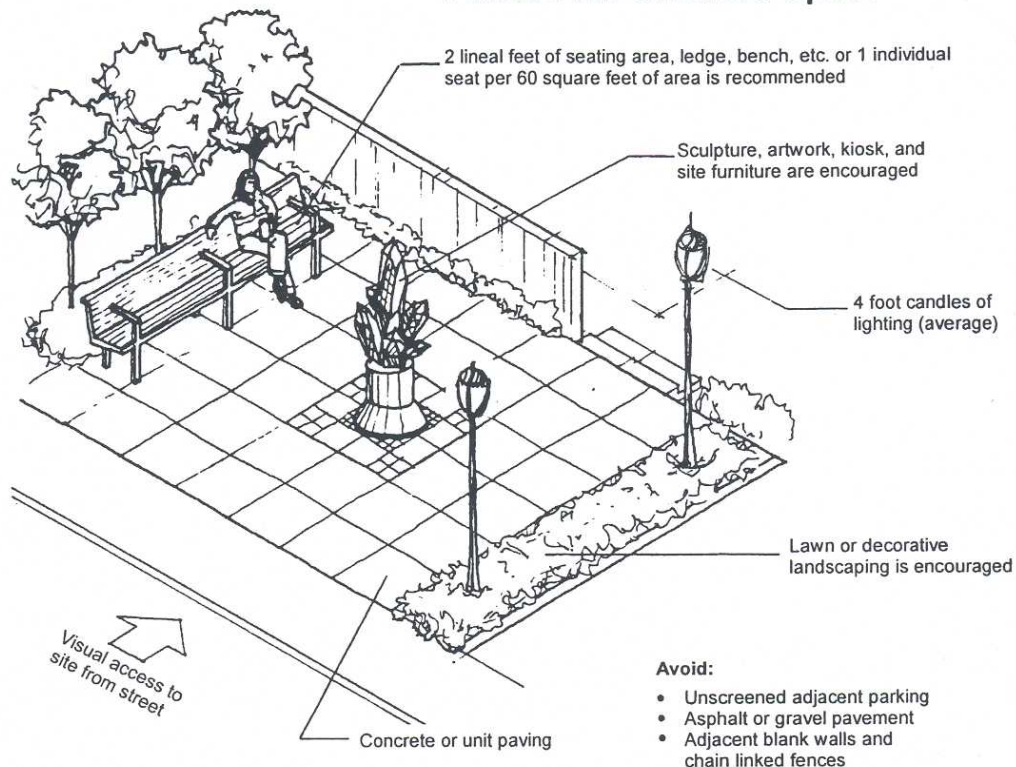


Figure III.B.5.(a)-2. Characteristics of a pedestrian-oriented space.

- (b) *Street Furniture.* Provide two pieces of approved pedestrian furniture or other site amenities for every 100 feet of property frontage. Street furniture shall be as approved by Kitsap County. Components of street furniture include:
- Pedestrian seating.
 - Artwork.
 - Drinking fountains.
 - Kiosks or public information boards.
 - Refuse receptacles.
 - Tables and chairs.
 - Guard railings.
 - Decorative lighting.
 - Bicycle racks.
 - Space for transit stop seating.
 - Other elements as approved by the County.
- (c) *Site Lighting.* Provide lighting at all building entrances, exit points, and pedestrian-oriented space. Provide a minimum of two foot-candles for pathways and four foot-candles for entry ways. On-building lighting shall be down-spot lighting or front-lighted. Specific lighting detail standards are addressed in Chapter VII, Lighting.

Clinton SR 525 Issue Identification

TECHNICAL APPENDIX H: General Permit Samples for Maintenance Agreement

Full documents to follow.



GENERAL PERMIT

PERMIT NO. 042605

Northwest Region

Name and Address of Applicant:

Theresa Metzger
1017 Iledora Court
Cameron Island WA 98282

The Applicant, hereinafter referred to as the "Grantee", having applied for a permit to

install Art Banners on Luminares on SR 532 on Camano Island for a community art project. A total of 17 banners will be installed and will remain installed from May, 2005 to October 1, 2005. The banners will be installed using Gettysburg Flag Co. brackets, secured with hose clamps to the poles. The arms made of fiberglass capable of withstanding 75 MPH winds.

532 in Island County, Washington, the Washington State Department of Transportation or its designee, hereinafter referred to as the "Department", hereby orders that this permit be granted, subject to the terms and provisions stated upon the reverse hereof and Exhibits attached hereto and by this reference made a part hereof:

Exhibit "A" Special Provision for Highway Encroachments, Pages

1. Installation, removal, and maintenance of banners will be done by Camano Island Community Arts Project or its representatives.
2. All work on SR 532 right of way will be done under approved traffic control plan Exhibit "B"
3. All work at Terry's Corner Park and Ride will be done under approved traffic control plan Exhibit "C"
4. All 17 banners will contain no advertisement. Example Exhibit "D"
5. Art banners will be installed at a minimum of 15 feet above the traveled roadway on Gettysburg Flag company brackets held in place with hose clamps (two per bracket) as shown in example photo Exhibit "E".
6. All maintenance of banners will be done by Camano Island Community Art Project
7. 48 hours notification must be made to Mount Vernon Maintenance Office (360) 848-7230 prior to installation and removal of all banners. In addition notification must also be given prior to any maintenance done to banners also.

Permit valid through October 1, 2005

This permit is accepted and approved by the Grantee subject to the terms and provisions as herein set forth.

RECEIVED

APR 28 2005

NWR Area 2
MT. V. Maintenance

GRANTEE

DEPARTMENT OF TRANSPORTATION

By: Theresa Metzger

By: [Signature]

Title: Project Coordinator

Title: Maint & Operations Asst. Supt.

Date: April 27/05

Date: 4-27-05

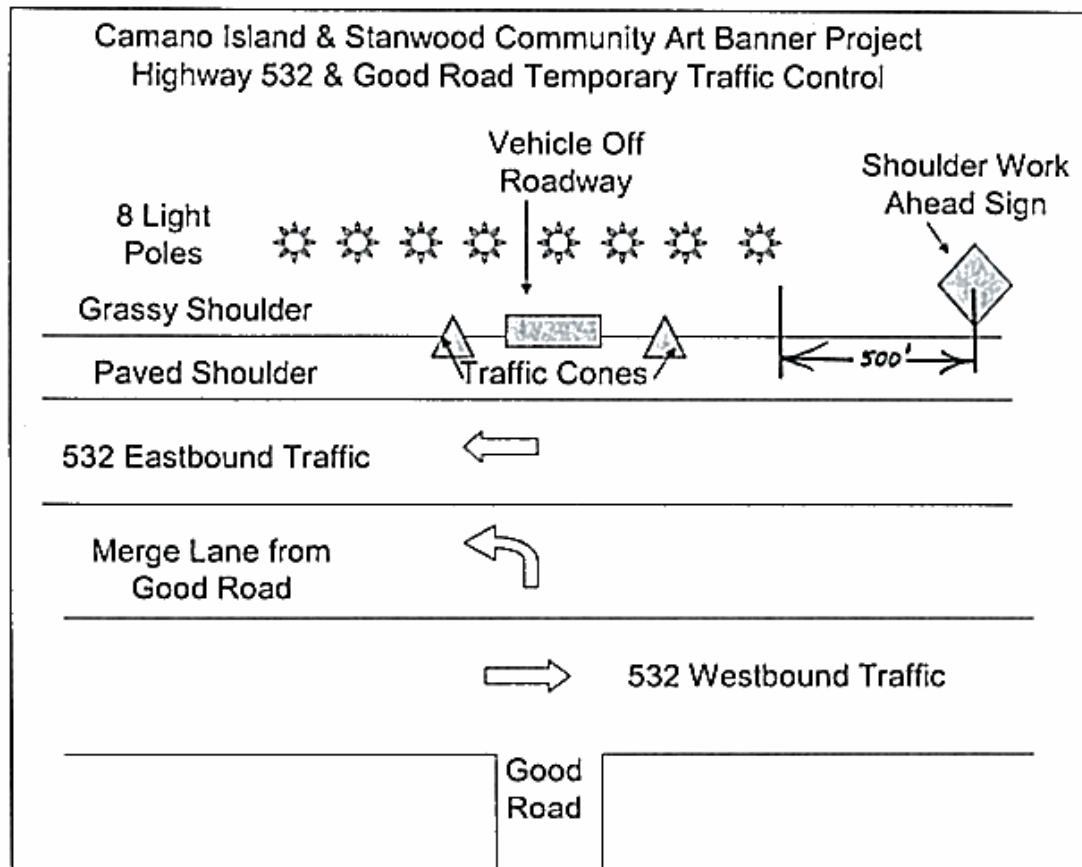
General Provisions

1. The Grantee, its successors and assigns, agrees to protect the State of Washington, its officers and employees and save them harmless from all claims, actions or damages of every kind and description which may accrue to or be suffered by any person, persons, or property by reason of the acts or omissions of the Grantee, its assigns, agents, contractors, licensees, employees or any person whomsoever, in connection with Grantee's, its assigns', agents', contractors', licensees' or employees' construction, installation, maintenance, operation, use or occupancy of the right of way or in the exercise of this permit. In case any suit or action is brought against the State of Washington, its officers and employees, arising out of or by reason of any of the above causes, the Grantee, its successors or assigns will, upon notice of such action, defend the same at its sole cost and expense and satisfy any judgment against the State of Washington, its officers, or employees: **PROVIDED**, that if the claims or damages are caused by or result from the concurrent negligence of (a) the State of Washington's agents or employees and (b) the Grantee or Grantee's agents or employees, this indemnity provision shall be valid and enforceable only to the extent of the negligence of the Grantee or the Grantee's agents or employees.

The Grantee, and on behalf of its assigns, agents, licensees, contractors and employees agrees to waive any claims for losses, expenses, damages or lost revenues incurred by it or its agents, contractors, licensees, employees or customers in connection with Grantee's, its assigns', agents', contractors', licensees' or employees' construction, installation, maintenance, operation, use or occupancy of the right of way or in the exercise of this permit against the State of Washington, its agents or employees except the reasonable costs of repair to property resulting from the negligent injury or damage to Grantee's property by the State of Washington, its agents, contractors or employees.

2. During the progress of the work, such barriers shall be erected and maintained as may be necessary or as may be directed for the protection of the travelling public; the barriers shall be properly lighted at night.
3. Except as herein authorized, no excavation shall be made or obstacle placed within the limits of the State highway in such a manner as to interfere with the travel over said road.
4. If the work done under this permit interferes in any way with the drainage of the State highway, the Grantee shall wholly and at its own expense make such provision as the Department may direct to take care of said drainage.
5. On completion of said work herein contemplated, all rubbish and debris shall be immediately removed and the roadway and roadside shall be left neat and presentable and satisfactory to the Department.
6. All of the work herein contemplated shall be done to the satisfaction of the Department, and all costs incurred by the Department shall be reimbursed by the Grantee.
7. The Department hereby reserves the right to order the change of location or the removal of any structure or structures authorized by this permit at any time, said change or removal to be made at the sole expense of the party or parties to whom this permit is issued, or their successors and assigns.
8. All such changes, reconstruction, or relocation by the Grantee shall be done in such manner as will cause the least interference with any of the Department's work, and the Department shall in no wise be held liable for any damage to the Grantee by reason of any such work by the Department, its agents or representatives, or by the exercise of any rights by the Department upon roads, streets, public places, or structures in question.
9. This permit or privilege shall not be deemed or held to be an exclusive one and shall not prohibit the Department from granting other permits or franchise rights of like or other nature to other public or private companies or individuals, nor shall it prevent the Department from using any of its roads, streets, or public places, or affect its right to full supervision and control over all or any part of them, none of which is hereby surrendered.
10. The Department may revoke, amend, or cancel this permit or any of the provisions thereof at any time by giving written notice to the Grantee. The Grantee shall immediately remove all facilities from the right of way. Any facilities remaining upon the right of way 30 days after written notice of cancellation shall be removed by the Department at the expense of the Grantee.
11. The party or parties to whom this permit is issued shall maintain at its or their sole expense the structure or object for which this permit is granted in a condition satisfactory to the Department.
12. Upon approval of this permit the Grantee shall diligently proceed with the work and comply with all provisions herein.
13. This permit is subject to all applicable provisions of RCW 47.32, RCW 47.40 and/or RCW 47.12.140(2) and amendments thereto.
14. The Grantee hereby certifies that the facilities described in this permit are in compliance with the Control Zone Guidelines.

EXHIBIT "B"



Additional Information:

- All work will be done during daylight.
- Banners will be hung on each of the 8 light poles.
- The banners are 5 feet high and 2 feet wide.
- Each banner will be hung so that the lower end is 15 feet above the roadway.
- The work is expected to take less than 2 hours.

EXHIBIT "C"

The Temporary Traffic Control for the Terry's Corner Park & Ride is as follows:

- 1) A "Caution Men Working" sign will be placed near the entrance of the Park & Ride.
- 2) Traffic Cones will be placed around the Camano Island Fire & Rescue vehicle at all times.
- 3) Ground personnel will wear flourescent work vests.

Thanks again for your help Kim! Please call me if you need anything further.

Theresa Metzger 387-5282

EXHIBIT "D"





EXHIBIT "E"

Camano Island & Stanwood Community Art Banner Program

http://gettysburgflag.com/Avenue_Brackets.html

Banner Brackets

	<p>Gettysburg Flag Works carries all of the hardware necessary to display your banners properly. The arms are made of sturdy fiberglass made to flex in winds up to 75 mph and return to their original position. They are removable so that you can change from double and single displays easily or remove arms totally when not in use. The brackets are secured with hose clamps to the pole. You have the option to choose from either a fixed bracket (hose clamps are loosened to adjust the bracket) or adjustable brackets (2 screws loosen to allow for adjustments)</p>	
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FROM: WSDOT AREA 2 MTU

TO:

362 335 9491

JUN 27, 1996

1:54PM P.02

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION

CS

129

SR

5

003034

GENERAL PERMIT

PERMIT NO. 120 OT

DISTRICT NO. 1

Name and Address of Applicant:

BEST S.E.L.F. / Maggie Thompson
700 S. 2nd St.
Mt. Vernon WA 98273

The Applicant, hereinafter referred to as the "Grantee", having applied for a permit to
Paint and maintain a mural on the west face of a concrete retention wall
located in the vicinity of Freeway Drive and Fir Street, Mt. Vernon,
Washington (approximate I-5 Milepost 226.93 +/-).

on a portion of State Route No. 5 in Skagit County, Washington, the Washington State
Department of Transportation or its designee, hereinafter referred to as the "Department", hereby orders that
this permit be granted, subject to the terms and provisions stated upon the reverse hereof and Exhibits attached
hereto and by this reference made a part hereof:

Exhibit "A" Special Provision for Highway Encroachments, Pages

1. A copy of the original mural design shall be presented to the DOT office for pre-approval and retained with the file. Future mural design changes shall also need pre-approval and a copy for file update.
2. All Cleaning, painting and maintenance access to the work site shall be from the city and/or railroad right of ways.
3. All graffiti removal on or in the general vicinity of the mural shall be the responsibility of the GRANTEE.
4. If the GRANTEE is unable to maintain the mural to the satisfaction of the Department of Transportation, the GRANTEE upon notification, agrees to return the wall face to its original condition and assume all associated costs.
5. This permit shall remain valid until any provisions or special provisions are violated or the Department has need for a Interstate Improvement Project.

This permit is accepted and approved by the
Grantee subject to the terms and provisions as
herein set forth.

GRANTEE

By:

Led W Anderson
CHAIRMAN
SKAGIT COUNTY BOARD OF COMMISSIONERS

Date:

JULY 1, 1996

DEPARTMENT OF TRANSPORTATION

By:

R. Stuch
Assistant Superintendent, Highways

Date:

7-9-96

FROM: WSDOT AREA 2 MTJ

TO: 380 336 9491

JUN 27, 1996 00:55PM P.03

GENERAL PROVISIONS

1. The Grantee, its successors and assigns, agrees to protect the State of Washington and save it harmless from all claims, actions or damages of every kind and description which may accrue to or be suffered by any person, persons, or property by reason of the performance of any such work, character of materials used or manner of installation, maintenance and operation, or by the occupancy of right of way by the Grantee; in case any suit or action is brought against the Department for damages arising out of or by reason of any of the above causes, the petitioner, its successors or assigns will, upon notice of commencement of such action, defend the same at its sole cost and expense and satisfy any judgment arising therefrom if determined adverse to the State of Washington.
2. During the progress of the work such barriers shall be erected and maintained as may be necessary or as may be directed for the protection of the traveling public; the barriers shall be properly lighted at night.
3. Except as herein authorized, no excavation shall be made or obstacle placed within the limits of the State highway in such a manner as to interfere with the travel over said road.
4. If the work done under this permit interferes in any way with the drainage of the State highway, the Grantee shall wholly and at its own expense make such provision as the Department may direct to take care of said drainage.
5. On completion of said work herein contemplated all rubbish and debris shall be immediately removed and the roadway and roadside shall be left neat and presentable and satisfactory to the Department.
6. All of the work herein contemplated shall be done under the supervision and to the satisfaction of the Department and the entire expense of said supervision shall be borne by the party or parties to whom this permit is issued.
7. The Department hereby reserves the right to order the change of location or the removal of any structure or structures authorized by this permit at any time, said change or removal to be made at the sole expense of the party or parties to whom this permit is issued, or their successors and assigns.
8. All such changes, reconstruction or relocation by the Grantee shall be done in such manner as will cause the least interference with any of the Department's work and the Department shall in no wise be held liable for any damage to the Grantee by reason of any such work by the Department, its agents or representatives, or by the exercise of any rights by the Department upon roads, streets, public places or structures in question.
9. This permit or privilege shall not be deemed or held to be an exclusive one and shall not prohibit the Department from granting other permits or franchise rights of like or other nature to other public or private companies or individuals, nor shall it prevent the Department from using any of its roads, streets, or public places, or affect its right to full supervision and control over all or any part of them, none of which is hereby surrendered.
10. The Department may revoke, amend or cancel this permit or any of the provisions thereof at any time by giving written notice to the Grantee. The Grantee shall immediately remove all facilities from the right of way. Any facilities remaining upon the right of way 30 days after written notice of cancellation shall be removed by the Department at the expense of the Grantee.
11. The party or parties to whom this permit is issued shall maintain at its or their sole expense the structure or object for which this permit is granted in a condition satisfactory to the Department.
12. If the Grantee enters into a contract or agreement with a contractor to perform the work provided herein to be performed by the Grantee, the Grantee for itself, its assigns and its successors in interest, agrees that it will not discriminate on the basis of race, color, sex, or national origin in its choice of contractors and will include all of the nondiscrimination provisions set forth in Appendix "A" from Title VI of the Civil Rights Act of 1964 and Section 102(a) of the Federal Aid Act of 1973 (23 U.S.C. 324), and as said Regulations may be amended. Breach of any of the above nondiscrimination covenants shall be cause for cancellation as herein provided.
13. Any breach of any of the conditions and requirements herein made, or failure on the part of the Grantee of this permit to proceed with due diligence and in good faith after its acceptance, with construction work hereunder, shall subject this permit to cancellation as herein provided.
14. This permit is subject to all applicable provisions of Chapter 47.32 RCW and/or Chapter 47.44 RCW and amendments thereto.



**Washington State
Department of Transportation**

Sid Morrison
Secretary of Transportation

Northwest Region

1783 Cedardale Road
Mt. Vernon, WA 98273
(360)428-1386

July 3, 1996

BEST/S.E.L.F.
Maggie Thompson
700 S. 2nd Street
Mt. Vernon, WA 98273

Dear Maggie Thompson:

Please read special provisions and general provisions, Attached to the application/permit. If you concur, sign this application and return it to this office.

This permit is not valid until signed by a representative from my office. We will then return a valid permit to you for your records.

Thank you for your cooperation, if you have any questions or comments please feel free to write or call me.

Sincerely,

A handwritten signature in blue ink that reads "Wayne Starck".

Wayne Starck
Maint./Op. Asst. Superintendent

WKS/ncg
Attach.
cc: Permits



GENERAL PERMIT

PERMIT NO.

DISTRICT NO. 1

Name and Address of Applicant:

BEST S.E.L.F. / Maggie Thompson
700 S. 2nd St.
Mt. Vernon WA 98273

The Applicant, hereinafter referred to as the "Grantee", having applied for a permit to
Paint and maintain a mural on the west face of a concrete retention wall
located in the vicinity of Freeway Drive and Fir Street, Mt. Vernon,
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3. All graffiti removal on or in the general vicinity of the mural shall be the responsibility of the GRANTEE.
4. If the GRANTEE is unable to maintain the mural to the satisfaction of the Department of Transportation, the GRANTEE upon notification, agrees to return the wall face to its original condition and assume all associated costs.
5. This permit shall remain valid until any provisions or special provisions are violated or the Department has need for a Interstate Improvement Project.

This permit is accepted and approved by the
Grantee subject to the terms and provisions as
herein set forth.

GRANTEE

DEPARTMENT OF TRANSPORTATION

By: _____

By: _____

Title: _____

Title: Assistant Superintendent, Highways

Date: _____

Date: _____



Clinton SR 525 Issue Identification

TECHNICAL APPENDIX I: Grant Funding Opportunities

Potential Grant Funding Opportunities

Pedestrian and Bicycle Safety Program: The Department of Transportation (WSDOT) provides state funding for the Safe Routes to School Program. The purpose of the Pedestrian and Bicycle Safety program is to aid public agencies in funding cost-effective projects that improve bicycle and pedestrian improvements. **Deadline: May of each year**

Traffic Safety Grants: Washington Traffic Safety Commission provides state funding for programs, projects, services and strategies to reduce the number of deaths and serious injuries that result from traffic crashes. Funds may be used for pedestrian and bicycle improvements. **The funding cycle begins in April of each year.**

Transportation Enhancement Grants: WSDOT provides federal funding to transportation-related activities designed to strengthen the cultural, aesthetic and environmental aspects of the intermodal transportation system. The program provides for the implementation of a variety of non-traditional projects, with examples ranging from the restoration of historic transportation facilities, to bike and pedestrian facilities, to landscaping and scenic beautification, and to the mitigation of water pollution from highway runoff. **Deadline: To be determined.**

Intersection and Corridor Safety Program: WSDOT provides federal funding to safety improvement projects that eliminate or reduce fatal or injury accidents by identifying and correcting hazardous locations, sections and/or elements. These include activities for resolving safety problems at hazardous locations and sections, and roadway elements that constitute a danger to motorists, pedestrians, and/or bicyclists. **Deadline: To be determined**

Washington Scenic Byways Program: WSDOT provides federal funding to projects on highways designated as National Scenic Byways, All-American Roads, or as State scenic byways. It is a priority for these projects to be consistent with a corridor management plan for the byway. Tourist amenities, bicycle and pedestrian facilities and signing are eligible for this grant program. **Deadline: Annually as announced**

Surface Transportation Program - Regional Funds: Metropolitan Planning Organizations provide federal funding for projects on any Federal-aid highway, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of funds reserved for rural areas may be spent on rural minor collectors. Eligible projects include modifications of existing public sidewalks to comply with the requirements of the Americans with Disabilities Act. **Contact your Regional Transportation Organization for additional information.**

Trip Reduction Performance Program: WSDOT is looking for organizations to create and manage cost-effective projects that help get people out of their cars and onto buses, trains, vanpools, and other commute options. Private, public, and non-profit entities are eligible to compete for Trip Reduction Performance Program (TRPP) funds. Applicants will compete for \$1.5 million total for 2007-2009 projects. Participants will learn more about how the program will reduce drive-alone vehicle trips and how to compete for funding. Interested organizations can sign up for a workshop or request a proposal packet by contacting Hiep Tran at tranh@wsdot.wa.gov or (360) 705-7806. **Deadline: Last call for projects in March 2007.**